

Industrial

INDUSTRIES

Silk raising.

Deed of Geo Lott to Rich Jordan
1633. (old pap. frame by Baker)

Geo. Lott is referred to by
John Ferrar as a rich man
the last deputy of the Sander
was one of the principal
silk raisers in Va.

w-m. m7-224.

Sets #1 + 2 - On the S.E. Corner
There is a house erected before
1752 & now used by T. T. Spralley & Co
in its business of ^{family} carrying ~~home~~. In
1770 Mallery Todd sr. a Bermudian
who had settled in Smith bot lot 1
used the basement as a store and
the up rooms as a dwelling. The
old bldg on the S.E. Corner of the
land was his warehouse for the storage
of many goods. Bet 17- + 90 M T.
Annexed to the eastern end of the
dwelling a large framed bldg of
2 stories. In this enlarged dwelling
M. Todd resided until his death
& his wife remained there until her
death in 1832 caused by Asiatic
Cholera. M T. beg this prop to his
youngest son, M. M. T. a residuary
legatee, who resided there until his
removal to Norfolk, when he sold
it to Dr. Jas. B. Southall, Jr who had
married his sister Polly, Mrs S who
removed her husband used the dwelling
until his death & beg it to her 3 sons

One of whom, Nancy mar. E. M. Todd
father of the present owner & occupant
During his possession of lot I M. T. acquired
one half of lot 2 and appropriated
it to a garden of beautiful flowers
and rose plants.

Endorsement

May 1777

Whereas from the Commodious
situation of many parts of our rivers
& bays next to the sea-coast & from
experiments made in this Co. it is
judged that large quantities of salt may be
made, whereby the inconveniences
from the want of that article would
be speedily removed.

Be it therefore enacted That Henry
Pitt and Samuel Heurt. gentlemen
& they are hereby appointed Managers
of the salt works now complete in
the Co. of Sal. of W. & Hereford.

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profitable gain to the farmers. This industry passed away with the destructive fire of a few years ago.

The meat business has been, and continues to be the outstanding industry, for the Smithfield Ham is famous the world over. To the Firm of E.M. Todd & CO. is due the honor of having the first packing plant.

There is a culture, and a charm about Smithfield that makes itself felt immediately. Hospitality abounds. Quick, generous response meets the needs of the less fortunate. The white man, and the colored, dwell together in peaceful amity-each dependant upon the other, and so recognized by both.

Perhaps Smithfield has not concerned itself enough with commercial affairs, for it has been so busy with the beautiful art of living, and living at its best.

We sit about a banquet table this evening to listen to old tales, as men were ever wont to do. Our ancestors were the makers of this history. Emulating their virtues, and forgetting their vices, you will carry on what they began, and some day your descendants, yet unborn, will sit about a like festive board to tell of your deeds, and accomplishments, may it be an interesting, and worthy continuation of this History of Smithfield.

Eliza Timberlake Davis,
Smithfield,

Jan. 30, 1935.

Smithfield having an immense back county—including what is now Southampton and Nansemond and extending almost to the Meherrin River—and conveniently situated on Tidewater naturally became the shipping center for this territory. The industry most largely developed was the curing of hog meat into bacon; undoubtedly the first and primitive method of preserving fresh meats was by pickling in brine, largely used now in Europe and in some states of the Union. But pioneer farmers, in the interior, often found salt a very scarce article with them and could not afford the use of large quantities in the making of brine for pickling purposes, hence the dry salt cure was adopted, by the means of which they hoped to conserve every spoonful of salt. Hence the superiority of Isle of Wight Bacon, supplemented by hogs, half-wild, raised on mass (acorns and beets). On account of their excellency in taste and keeping properties they became very popular in all the cities along the Atlantic coast and in the West Indies.

The supply of hogs could not meet the demand and they were brought to the packers from Kentucky and Tennessee on the hoof. Colonel Morrison tells me that on two occasions, the drovers having lost their road (intending to go to Nansemond and Lower Norfolk counties) found themselves at Smithfield—he has seen a thousand hogs driven through town and over the bridge on their way to Chuckatuck, with the order and precision of soldiers. They were attended by only four men with long, slender rods in their hands and the foremost with a bag of corn on his shoulders.

This meat for 100 years or more was known and sold only as Isle of Wight Bacon and the distinctive feature Smithfield Ham is of comparative recent date. For Mr. Mallory Todd, who first instituted the industry of curing hams, did so on his farm at Battery Park for years and the industry was moved to Smithfield by his son and by him and his successors was sold as Todd's Hams. But now they are known as Smithfield Hams the world over. The name is recent and the packing and selling has developed into a large industry and it is to be hoped that those employed in it will use their best endeavors to keep its pristine reputation for excellency.

MRS. A. E. S. STEPHENS.

THUS, THE SMITH- FIELD HAM

(As Told By Col. Morrison)

A person standing on the county dock at Smithfield and looking down stream can scarce fail to notice immense mud sills and other debris of what was once a continuous line of wharfage, covering the entire waterfront of the town. These walls had been substantially built in very early Colonial times for good reasons: the British embargo act required that everything exported from Virginia should sail in British vessels or in vessels owned by the shippers themselves. This gave rise to an important industry in shipbuilding—in fact every plantation along the Virginia rivers and tributaries had its own wharf and its own packet boat, by which means they escaped the British embargo act and built up a large coastwise and export trade.

At that time the town was entered by two ferries, one on the east near the present site of the new bridge; and the county road did not pass thru the village but followed the waterfront or went "under the hills" on the waterfront (between the river and the houses on the waterfront now.

The principal articles exported from Virginia at that time were furs, stoves, corn (meal), black-eye peas, all the hard woods (black walnut, maple and ash), cord wood (for northern cities), hoop-poles to make hogsheads for sugar in Cuba; and meat (made into bacon)—the most important of

all,